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EDITOR AND PROPRIETOR.

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AMUSEMENTS TO-MORROW EVENING.

BROADWAY THEATRE. Broadway—HARVEST—DEAN
AT SEA.NIBLO GARDEN, Broadway.—TWO ROSE FEATS—ROSE
AND PATRICK—M. DEBAILLON.BOWERY THEATRE. Bowery—UNCLE TOM'S CABIN—
WILSON'S—MAGIC BARK.WALLACK'S THEATRE. Broadway.—BILLY AND CHERRY—
GOING TO THE BAY.LAURA KEENE'S THEATRE. No. 624 Broadway.—OUR
AMERICAN COUSIN—DUMMIE.BARNUM'S AMERICAN MUSEUM. Broadway.—After-
noon and Evening—THURSDAY'S MUSEUM, &c.WOOD'S MINSTREL BUILDING, 561 and 563 Broadway.—
ETHIOPIAN SONGS, DANCES, &c.—SOUTHERN LIPS ILLUSTRATED.MECHANIC'S HALL, 42 Broadway.—BRYANT'S MINSTRELS
—NEGRO SONGS AND RHYMES—SAVING THE CAPTAIN.CAMPBELL MINSTRELS, 44 Broadway.—ETHIOPIAN
CHARACTERISTICS, SONGS, &c.—QUEER RAILROAD TRAVELLERS.PALACE GARDEN, Fourteenth street and Sixth Avenue.—
REINOLD SCHEPHER, ACROBATIC AND GYMNASTIC EXHIBITION.

New York, Sunday, November 21, 1858.

The News.

By way of New Orleans we have important news from Mexico. Our despatch states that Gen. Blanco, of the liberal party, on the 15th inst. attacked and entered the city of Mexico, and advanced to within one block of the capital, when, owing to the liberals within the city failing to co-operate as effectively as necessary, he deemed it advisable to withdraw, and retired to Tacubaya. Zuloaga made a stout resistance, and had four hundred killed and a large number wounded. The entire republic, with the exception of the capital, was said to be in possession of the liberals, and the speedy overthrow of the Zuloaga government was regarded as inevitable.

The California overland mail, with San Francisco dates to the 20th ult., arrived at St. Louis last evening. The news is interesting. A heavy rain storm, extending throughout the State, had swollen the rivers to such an extent as to cause a temporary stoppage of mining operations in the river beds. The rain, however, was regarded as a favorable event, as it insures a more plentiful yield of gold when the waters subside. Already the advent of the rainy season had imparted a better tone to business matters. There had been no arrivals or departures of vessels for the Atlantic States subsequent to the departure of the steamer of the 20th. The receiver in the affairs of Adams & Co. had paid claims of the firm to the amount of upwards of \$150,000. Five hundred passengers and \$2,000 in treasure had arrived at San Francisco from the Fraser river region. Reports from Honolulu to the 7th ult. are more favorable for the whaling fleet than those previously received.

By the arrival of the steamship Black Warrior at this port last evening, from Havana 15th inst., we have news from Cuba, Porto Rico, St. Domingo and St. Thomas. Havana was perfectly healthy. The stock of sugar on hand at Havana was 60,000 boxes, and at Matanzas 5,000 boxes. Prices had slightly improved, while freights remained without change. Our Consul General, Major Helm, had decided to send the bark Ardennes, brig Nancy and schooner Enterprise, which had been detained at Havana, to Charleston, New Orleans and Jacksonville, respectively, the bark and schooner to obtain new registers. There is nothing of general importance from Porto Rico.

The accounts from St. Thomas add to the already lengthy catalogue of marine disasters caused by the gales that swept over the Atlantic and the Gulf in the latter part of October last. The ship Messenger, bound for St. Catharine's, with coal for the steamer of the Paraguay expedition, had reached St. Thomas with only her mainmast standing, and leaking badly. She suffered severely in the gales, and was obliged to throw overboard part of her cargo. The brig Industry, Capt. Robinson, from Turks Island for New York, laden with salt, foundered on the 21st ult. Her officers and crew were saved. The brig Mary Jewett was lost near Port au Plat on the 24th ult. Vessels of all nations, crippled by the storms, were daily arriving at St. Thomas.

At Dominica quite prevailed. A vote for Presidential electors was taken on the 1st inst., and beyond all doubt Gen. Santana, the Liberator, as he is called, will be chosen President at the election which takes place on the 6th of December, unless he should choose to designate some other person to fill the office. A beaver of despatches had left for Washington.

Capt. Thompson, of the schooner Euphemia, which arrived at this port yesterday from the City of St. Domingo, reports that a heavy gale was experienced on the 20th, 21st and 22d of October at that place, during which the French brig Espérance dragged ashore and was a total loss. A French brig on the coast had also gone ashore, and was also a total loss; crew saved.

According to the report of the City Inspector there were 351 deaths in the city during the past week—a decrease of 34 as compared with the mortality of the week previous, and 31 less than occurred during the corresponding week in last year.

The following table shows the number of deaths for the past two weeks among adults and children, distinguishing the sexes:

	Men.	Women.	Boys.	Girls.	Total.
Week ending Nov. 13, '58	78	112	101	283	574
Week ending Nov. 20, '58	69	109	94	251	523

Among the principal causes of death were the following:

	Week ending Nov. 13, '58.	Week ending Nov. 20, '58.
Dysentery	8	5
Bronchitis	5	1
Consumption	15	10
Cerebral (infantile)	27	11
Cholera infantum	1	1
Dysentery	6	1
Dysentery	13	3
Dysentery in the head	10	14
Inflammation of the bowels	7	6
Inflammation of the lungs	21	32
Inflammation of the brain	6	8
Malaria (infantile)	28	18
Scarlet fever	7	12

There were also 4 deaths of apoplexy, 5 of cancerous affections, 7 of congestion of the brain, 6 of congestion of the lungs, 12 of croup, 7 of typhoid fever, 6 of disease of the heart, 3 of hooping cough, 4 of tetanus, 3 of smallpox, 4 premature births, 3 stillborn, and 8 from violent causes, including 1 murder and 2 suicides. The annexed table shows what portions of the human system have been most affected:

	Nov. 13, '58.	Nov. 20, '58.
Brain	3	3
Brain and nerves	65	25
Generative organs	7	2
Heart and blood vessels	15	13
Lungs	139	134
Old age	3	3
Sexual and reproductive organs	35	42
Stomach, bowels and other digestive organs	60	50
Uncertain and general fevers	30	20
Cancers	3	3
Urinary organs	7	4
Total	380	351

The number of deaths, compared with the corresponding weeks in 1856 and 1857, was as follows:

	1856.	1857.	1858.
Week ending Nov. 22, 1856	595	529	523
Week ending Nov. 18, 1857	595	529	523
Week ending Nov. 20, 1858	595	529	523

The nativity table gives 227 natives of the United States, 79 of Ireland, 21 of Germany, 13 of England,

2 of Scotland, and the balance of various foreign countries.

The determination of the government not to grant a clearance to the vessel that was to convey the Walker emigrants to Nicaragua caused quite a commotion the day before yesterday among the manifest destinations in Mobile, who had gathered round the office of the agent of Walker, and demanded instant transportation or their passage money. The excitement had somewhat subsided upon the assurance of the Deputy Collector to the mob that no doubt definite instructions would be received from Washington the next day. It will be remembered that we announced some days since the determination of the government to place no reliance in the assertions of Walker and his friends that the expedition was of a peaceful character, as similar representations had been made respecting his last expedition to Nicaragua. On this ground the government had determined not to grant a clearance to vessels conveying Walker or his officers, or sent off with men by him and his associates.

Our European fleet to the 6th instant, brought by the steamship Canada, reached this city from Boston last evening. The papers contain some interesting news items, in addition to our full telegraphic report from Halifax, which are published in this morning's paper.

A Frenchman writing from Philadelphia to the Paris Journal L'Avenir gives, in his eccentric style, a sketch of the newspaper press of this country, and especially of that feature of it represented in the personal advertisements of the HERALD. It is amusing to see the impressions made upon this Monsieur Jericho, and so we give a translation of his letter.

The telegraphic chess match between the New York and Philadelphia clubs was continued last evening, but was not concluded. According to the indications at the termination of the play last evening, the game will result in a draw.

The "grand illuminated parade" of the Fire Department last evening, to welcome the Hibernia Fire Company, of Philadelphia, and their steam fire engine, was the most imposing demonstration of the kind that ever took place in this or any other city. The streets through which the procession passed were literally thronged with spectators, and colored lanterns and transparencies and fireworks illuminated the entire line of march. The affair is graphically described elsewhere in our columns.

The November term of the Court of General Sessions terminated yesterday, when the Grand Jury were discharged. In a brief presentment they stated that the condition of Washington Market and the adjacent streets and bulkheads was a nuisance. Nancy Hood, convicted of arson in the second degree, was sentenced by Judge Russell to ten years and six months imprisonment in the State prison. The Grand Jury have re-indicted Charles Devlin, Charles Turner, Enoch Dean, J. B. Smith, and others, for an alleged conspiracy to defraud the public treasury. They will appear before Judge Russell at chambers on Monday.

The cotton market was firm yesterday, with sales of about 2,000 bales, 1,100 of which were in transit; prices closed at 11 1/2 cts. per lb. for middling uplands. Common and medium grades of State and Western were dull and easier, while good to choice extra bales were firm, and in some cases sold at higher rates. Wheat was less buoyant and the amount limited, while prices were without material change. Corn was heavy and sales moderate, closing with increased buoyancy and a lower rate for Southern white. Pork was less buoyant, sales of meat were made, on the spot, at \$17 3/4 a \$14. Sugars were steady, with sales of about 670 bbls. Coffee was quiet and sales limited. Freight was steady, with engagements of cotton for Liverpool at 1/4 d.; rosin at 2 1/2 d.; to London for beef was engaged at 48 d., and wool at 56 d.

The Empire of Commerce in the Pacific—Futile Efforts to Restrain American Development.

It is very evident, from the bitter outpourings of the London Times, coming as they do from official and diplomatic sources, against the course of the American Commissioner in China, that England does not like the aspect of our growing influence among the Eastern nations.

There is good reason for this. Hitherto the communities of Eastern Asia have been accustomed to look at affairs among the Western nations through English spectacles. Their information in regard to events passing in the civilized world has come to them through English journals, carried by British mails, and circulated in the East by English merchants. It has consequently always borne the stamp and color of English prejudices, in much the same way as our views of Continental affairs were, until a few years since, distorted by the same influences. In this way an American has been for a long time looked upon by the Chinese as a second chop Englishman. Recent events have changed this state of affairs very much, and coming ones are to change it still more. Americans are now looked upon more favorably in China and Japan than any other people, and the time is rapidly approaching when European affairs will be looked upon in China through an American medium. The latest intelligence from the civilized world must soon go to China from San Francisco and the ports of our Pacific empire, down to Panama.

The importance of the rising trade in that ocean has been clearly perceived, and the London Times accuses the Americans of rushing off to Japan, as soon as the negotiations of Tientsin were concluded, in order to get the first benefits of the impression made upon that empire by the opening of China. Not only is this not true, but the very reverse happens to be the case. Lord Elgin was in such haste to run to Japan that he went off without an interpreter, or any means of communicating with that government. When he got there he found that Mr. Harris had just concluded a treaty which he had been negotiating for several months, and he was very glad to avail himself of the assistance of our interpreter. This was readily accorded to the British Commissioner, and handsomely acknowledged by him. In this way he made a strike in favor of British trade with that empire, and obtained all the advantages which had been so assiduously nourished by the American representative.

But Lord Elgin could not but see that the Americans stood first in the estimation of the Japanese, as they have come to stand in that of the Chinese. This is not palatable to British diplomacy or to British journalism. They perceive that England's hold upon the commerce of the five hundred millions of men inhabiting those empires is but a slim one. She herself is far removed from them. Her course in India has taught them to fear her, and the trade in Indian opium, which she persists in thrusting down their throats at the point of the bayonet, has led them to hate her. Her colonies in Australia, held by a feeble tenure, may be of some advantage in the commerce of the South Pacific, but can exercise no influence on that of the North. Thus her foothold in the trade with China is likely to become every day more insecure, and her influence there to wane before that of the United States.

As for her dear ally, France, she has held hold than England upon the growing empire of trade in Asia. She has possession still of a little spot on the peninsula of Hindostan, but Pondicherry

is all that English magnanimity has left her of her once broad Indian possessions. She is now endeavoring to get into Cochinchina, where she once held sway, and may or may not succeed in doing so. It is a curious fact that while France is sending ships and soldiers to help England break into China, she is seeking aid of the Spanish power in Manila, which is sending forces to help the French in their attempt to get into Cochinchina. But whether France succeeds in that attempt or not, she can never acquire any great hold of the commerce of the East. In trade, the Frenchman has nothing of the merchant; at best, he never ascends above the level of a retailer and the pedlar of ribbons and perfumery.

The great commerce which is now about springing into existence on either shore of the North Pacific must come into the hands of the Americans and Russians. On either shore each of those nations is founding an empire. Our Pacific States have not yet come even into the gristle, while the Russian territories on the Amoor are still in the germ. We have been working away quietly here in New York for the past two or three years, to give both communities a start, and it has been done. We shall soon have the fourth route opened between us and San Francisco; we have sent out steamers, machinery for foundries, and traps innumerable to the Amoor, and in a couple of years the whole thing will be under way, including a railroad to the western shore of the continent. A great fuss has been made over the progress that has been attained in ocean steam navigation on the Atlantic. But all that we have done here is only an apprenticeship to the great labor we have to perform on the Pacific. That ocean is to be the true scene of the empire of steam, and we of the United States have to rule it.

Across its broad surface, dotted everywhere with islands for ports of call, the winds blow with a regularity of direction that precludes competition between sailing vessels and steamers. There the interchanges between the civilized world and five hundred millions of Asiatics have to be transported. New cities will spring up everywhere—new sources of trade will be opened that will far surpass the limited exchanges of nations with a similarity of production and industry, lying upon the shores of the Atlantic. This is already foreseen, and everywhere the great search now prosecuted in those regions is for coal, which is the parent of steam. In this empire of trade Americans must rule. Their proximity, their indomitable enterprise, their fertility of resources, their adaptability to the material circumstances that surround them, their freedom from the trammels of social classes, which give intellect its due way and a powerful stimulant, will all contribute to this end. England may seek to obtain footholds in the East, and places for the younger scions of her aristocratic classes; but in the building up of new empires, and the opening of new paths for commerce, whether it be through the forest or over the ocean, she cannot compete with the United States.

Therein lies the connection between the jealousies of the English diplomats in Asia and her efforts to secure an unlimited control of one of the routes across the American isthmus. She sees the coming commercial preponderance of the United States. Therein, too, lies the wish of the President to secure the construction of a railroad to the Pacific. We shall always send a thousand travellers across the American isthmus where England sends one, for they are the routes to our rising empire in the North Pacific. We shall use them, and use brings control.

HELL GATE AND ITS DANGERS.—We called attention some days since to the fact that a ship canal could be constructed at a comparatively small expense across the upper end of Randall's Island, from Harlem river to the Sound, for the passage of all vessels navigating those waters, by which the dangers of Hell Gate could be entirely avoided. There is now a water course running through from the east to the Harlem river, called the Kills, which bounds the north-east end of the island, and divides it from Westchester county, which, upon examination, may be found susceptible of being made to answer the purposes of a canal. There is a depth of water running through this course ranging from seven to ten feet at low tide, but its free passage is obstructed by numerous projecting rocks, with a rock bed nearly its entire length. Whether the channel through this course could be cleared and straightened without incurring an enormous expense is a question which cannot very well be decided in the absence of a proper survey.

But setting this aside, we come back to the original proposition of a ship canal. Randall's Island in its broadest part is barely a quarter of a mile, and this distance would be the extent to which the canal would have to be made. The depth of water at its entrance on the east side would be about twenty-two feet, while no part of the channel of the Harlem river, from the outlet to Blackwell's Island, would be less than twenty-two feet at low water. After the passage of the canal, a vessel could be carried almost in a straight line south from 120th street to Corlear's Hook, entirely clearing the rocks of Hell Gate, and avoiding all danger. In fact, by this route a vessel could not get on the Hog's Back, Port Rock, Nigger Head, Mill Rock, Hen and Chickens, Little Nigger Head, Flood Rock, Gridiron, Holmes Rock, Frying Pan, Shell-drake, or the numerous other points not yet christened, which show their formidable heads at low water within the space of a quarter of a mile square, without a determination so to do.

It would be curious to note the number of craft which are lost and damaged during the year within the above mentioned space of a quarter of a mile. Not long since four vessels were seen high and dry on the rocks of Hell Gate at one time; while it is recorded that within the last twelve months the Hog's Back alone has caused the total destruction or abandonment of five vessels.

There is yet another opening which might be found practicable for the passage of vessels by widening and straightening the channel. This is called Little Hell Gate, being a neck of water dividing Ward's from Randall's Island. This course is also obstructed by sharp pointed rocks, and the channel, even for the short distance of six or seven hundred feet from river to river, is tortuous and narrow, but it nevertheless carries a depth of water of from eleven to sixteen feet. If the obstructions in Little Hell Gate could be removed an excellent channel would be found direct from Riker's Island, turning a little on the south, to avoid the Funken Meadows into the Harlem river, opposite 114th street. We are not certain but that this would be the best route, provided the Little Gate could be cleared and made navigable; but

of the three plans herein mentioned, we are inclined to the belief that the ship canal would be attended with the least expense. Will the New York Chamber of Commerce move in the matter, and urge upon Congress the necessity of adopting some plan by which the dangers of Hell Gate can be averted?

ADMISSION OF THE JEWISH CHILD MORTARA.—In another column will be found a number of official documents connected with this case, which have been recently transmitted to the Jewish congregations of America by Sir Moses Montefiore, President of the London Committee of Deputies for the Jews. The statement published by the Mortara family has naturally excited strong feelings of indignation amongst their co-religionists all over the world, and sets of other denominations opposed to the Romish church have not failed to take advantage of it. A strong *prima facie* case has been made out against the Papal authorities, and their continued silence, in presence of the bitter invectives published against them by the French and English journals, would lead to the presumption that it is well founded. Should this prove to be the case, we have no hesitation in saying that a gross infringement of the natural rights of the parent over the child, or a more despotic exercise of ecclesiastical authority, has never been committed. It is a mistake, however, to charge to Romish Catholic doctrines this excess of fanatical zeal. As has been shown in the indignant disclaimers of the French clergy, there is nothing in the canons of that church which asserts, even inferentially, the propriety of such high-handed proceedings. This outrage may therefore be set down amongst the many fatal errors resulting from the combination of a temporal with a spiritual jurisdiction in the government of the Romish church. It is a consistent feature of such an unnatural union of powers, and it will always be liable to occur again, not only in Rome, but in every country where such an anomaly is permitted to exist. We have seen similar arbitrary interferences with natural rights practised in Protestant countries—in Great Britain, for example, where Jews have only been recently admitted to the full privileges of citizens—and if the Romish government is somewhat behind the rest of the world in toleration, some allowance should be made for its peculiar ecclesiastical constitution, which predisposes it towards a bigoted policy.

We are glad to find that the Israelites of New York and of Philadelphia have already taken steps to co-operate with their brethren in Great Britain in procuring the restitution of the boy Mortara to his parents. Although we do not see how foreign governments can be called upon to forcibly intervene in this matter, we believe that something may be done through the medium of diplomatic remonstrances. It will not do to assert one right by the violation of another; and the Roman Pontiff may reasonably object that, as a sovereign prince, he is entitled to the independent exercise of his functions, and ought not to be coerced in his relations with those subject to his authority. Strong representations, however, backed by significant hints of the course which the European Powers may pursue in the event of fresh popular movements occurring in his States, would, we have no doubt, have due effect on the mind of his Holiness, and incline him to adopt towards his Jewish subjects a policy more consistent with Christian charity and the actual tenets of the church of which he is the head.

THE AFFAIRS OF THE CITY GOVERNMENT.—GOVERNOR MORGAN AND OTHERS IN COUNCIL.—Owing to the miserable complication of affairs in the Finance Department, and the host of frauds which have come to light, it is pretty certain that the oppressed people of this city will have to apply to the next State Legislature for relief. How far they shall obtain it, and how permanent any remedy which may be adopted at Albany shall prove, it is hard to predict from the complexion of the new Assembly. We cautioned the property owners before the State election to vote for no candidate for Assembly who was not a responsible and respectable citizen; and we told them that the Assembly at Albany had much power, for good or evil, over the affairs of our city government. There are at the present time liens recorded against real estate in this city to the amount of hundreds of thousands of dollars for assessments which have been paid, but never returned by the deputy collectors into the city treasury, and acute counsel are of opinion that the property cannot be released from these liens without a special act of the Legislature. In fact, the whole system of the municipal government requires re-organization at the hands of the Legislature. If we are to have any improvement on the old system, the charter of 1857 must be amended so as to centralize the various powers now disseminated through a whole crowd of departments and bureaus, each independent of the other. The utter impossibility of conducting the affairs of the Finance Department properly will be seen when we state that the Collector of Taxes, who makes his reports to the Comptroller, is appointed by the Mayor, and is wholly independent of the head of the Finance Department; and thus also the head of the Assessment Department, who reports to the Comptroller, is appointed by the Street Commissioner, and does not care a pin for the Comptroller.

This must be all changed, or we never can have a check upon the action of any of these bureaus, nor a termination to fraud and plunder. With a view to remedying some of these defects, and informing themselves on the real state of affairs, the Governor elect, Mr. Morgan, two representatives elect to the Assembly, and two leading property owners of this city, took counsel together on Thursday, at the office of the Joint Committee of Accounts, when Mr. Franklin spread before them the history, in black and white, of the frauds and corrupt transactions which have occupied the time of the committee for the past eighteen months. Well posted as these gentlemen undoubtedly were upon this question, from the illustrations furnished by the HERALD from day to day, they were astounded upon this occasion, not only at the mass of corruption exposed to their view, but at the ingenuity with which the ends of the plunderers were attained.

Mr. Morgan, we are informed, expressed his determination to do all in his power, when he takes his gubernatorial chair, to bring order out of this chaos; and we trust he will do so without party prejudice or favor. The horrible condition of the government of this city should make a prominent part of the Governor's first message, and the application of some radical remedy for the same should make one of the first acts of the Legislature, as soon as they are done squabbling about a Speaker. It is well, at all events, to see the Governor elect informing himself upon the actual state of things in this misgoverned city, in order that if he acts at all in

the matter he may act knowingly, and it shows how thoroughly the public mind is aroused to the necessity of reforming our whole municipal system.

WORK YET TO DO. ROWDYISM AND OUTRAGE.—A week has elapsed since a boy murderer expiated his crimes upon the gallows in this city, and we are again compelled to record another daring and brutal outrage, committed by a number of the same class from which the late victim of the law was taken. On Thursday evening, at an hour when the streets are considerably frequented, and in a thickly populated locality, a girl was seized by some half a dozen young ruffians, dragged into a stable and brutally violated by the whole party. Two of the criminals have been arrested, and it remains to be seen whether they shall be as leniently dealt with as other scoundrels have been heretofore by juries and judges. It will be remembered that when another of this same class of young rowdies was convicted, some time ago, of the violation and murder of a poor old German woman in Greenwich street, a tender hearted jury saved him from the gallows on the plea of his youth. Had O'Connell been hung, as he deserved to be for that savage crime, his accomplices who have now followed his course of wickedness might have been deterred in their career by the force of a terrible example.

If the fate of this poor girl were to befall one of the family of some of our Judges and Governors, they would feel what a wrong it is to the community to exercise their powers so mischievously in dealing with criminals. And, considering the time and place of this shocking outrage, it is quite possible that it may occur to any young woman—the highest as well as the most humble, the purest equally with the most vile—for the reckless ruffianism of this portion of our population spares no condition in the exercise of its licentiousness; nor will it ever spare until the strong arm of the law—a term which has now become almost obsolete—shall arrest them, by presenting the horrible certainty of a shameful death upon the gallows as the inevitable reward of their crimes.

THE CENTRAL PARK AND ITS ENTRANCES.—One of the most prominent winter features of the Central Park—the skating ground—is now ready, or will be in a few days, to receive water from the Croton reservoir within the Park enclosure, and it will be available to the citizens for that most delightful and healthy recreation, skating, as soon as the frosty season sets in. It is very satisfactory to know that at least a portion of the Park is so soon to be placed at the disposal of the people, and the present aspect of the grounds warrants the conclusion that in its summer aspect next season it will afford considerable attraction, and many facilities for public enjoyment. But it is to be regretted that all the features of this grand metropolitan work are not as complete as they might be, considering the magnitude of the enterprise—the position which the park is destined to assume as a hygienic and recreative element, and especially in regard to its location as a "Central" Park.

The great feature of all the large parks in the world is a commodious drive for carriages, which should be a hundred feet in width at least, with a walk for pedestrians beside it, so located that the latter should have a good view of the passing equipages, without being incommoded by dust or exposed to danger. In our park, unfortunately, the drive is only forty-five feet wide—a distance which we fear will be found entirely too small for the large number of vehicles which will ultimately be seen whirling through its mazes. With regard to the entrances to the Park, it will strike any one that, in view of its central position on the island, there should be a main gate on the western side of the Park as well as on the eastern. If it be true, as has been insinuated, that private speculation has anything to do with locating the two principal entrances on Fifty-ninth street, at Fifth and Seventh avenues, the public have much cause to complain of the action of the Commissioners in this regard. It is manifest that the point where the Park grounds terminate southwesterly, at the junction of Broadway and Eighth avenue, is admirably suited for a grand entrance, as we have always contended; yet, according to the plan being carried out now, this portion of the Park will present a blank wall, while carriages approaching the Park by the great thoroughfare of Broadway will be compelled to turn down Fifty-fifth street to Fifth avenue to reach the principal gateway, with its ornamental frontage and fine plaza. Irrespective of any private interests which may be involved in this ignoring the western side of the Park as a point of entrance, it is an object of great public importance that it should be approached by a main gateway at the junction of Broadway and Eighth avenue, and we hope that the Commissioners will determine to modify the plan so as to attain that desirable improvement before it is too late.

A PAID FIRE DEPARTMENT.—THE EXPERIENCE OF FIGURES.—The substitution of a paid fire brigade, and the employment of steam fire engines for the present cumbersome and inefficient system, have lately been strongly urged upon the public authorities. This was before the practical experience of one or two of our Western cities had demonstrated the force of the arguments. In our columns to-day will be found a communication giving the statistical results of the employment of the new system under the conditions recommended. They are so conclusive that we shall do little more than present them to the consideration of our readers.

Prior to 1854 no accurate record of losses by fire seems to have been kept in Cincinnati. From tables kept since then, and which are quoted by our correspondent, it appears that the losses by fire for the three years, 1855, '56 and '57, during which the paid department has been in existence, were less by more than \$26,000 than those of the single year 1854, in which the volunteer associations had the control of the city. The underwriters say that so convinced are they of the advantages of the paid department that they would sooner take the whole expense of it upon themselves than return to the old system.

The paid Fire Department of St. Louis went into operation on the 14th of September, 1857. From the first semi-annual report presented to the Corporation, it appears that the losses by fire over and above insurance, under the volunteer system, from September 14, 1856, to March 1, 1857, amounted to \$212,570, whilst from September 14, 1857, to March 1, 1858, they were only \$103,380, or less than fifty per cent of that of the former period. A further interesting result is gleaned from this report, in regard to the employment of the fire telegraph in connection with the new system. The false alarms from September, 1857, to 1858 inclusive, were 102, whilst for a similar period ending October 10,

1858, during which the fire telegraph was in operation, they were only five. Instead of the city being continually startled out of its sleep by causeless alarms, the first indication of the occurrence of an actual calamity is the rapid and almost noiseless passage of the fire engine with its corps of well drilled and orderly attendants.

As to further general results, it is stated that under the new system destructive conflagrations are impossible occurrences. Fires are almost invariably confined to the buildings in which they originate, if not to the story itself, by the immense and continuous volume of water thrown upon them, and it is now a rare circumstance that goods are moved from the adjoining houses, so great is the confidence felt in the efficiency of the steam fire engines. That this is no exaggeration is proved by the fact that, on the 3d of November last, notice was given by several of the insurance companies of St. Louis, that in consequence of the increased facilities for extinguishing fires they would for the future reduce the rates of fire insurance on stores, stocks and dwelling houses in that city.

These facts, we think, decide conclusively the economical considerations connected with this question.

THE LATEST NEWS.

Our Special Washington Despatch.

INSTRUCTIONS TO THE COLLECTOR OF MOBILE RESPECTING THE CLEARANCE OF FILIBUSTERS—ARMY MOVEMENTS AT THE WEST, &c.

WASHINGTON, Nov. 20, 1858.

Special orders were issued from Washington to the Collector of Mobile not to clear the Allice Painter, the Department considering there were sufficient grounds for believing she was engaged in a filibustering expedition, but the Collector was also informed that should cases arise of emigrants desiring to go to Nicaragua, and they have passports, as required by that government, and there be no known filibustering organization, he cannot refuse a clearance.

The following important army order has been issued:—

GENERAL ORDER, No. 21.

HEADQUARTERS, DEPARTMENT OF THE WEST, St. Louis, Mo., Nov. 19, 1858.

I. In pursuance of general orders No. 21 from the Headquarters of the Army, the portion of the First Cavalry at Fort Leavenworth is assigned to posts as follows:—Captain Desautels's Company F, and Captain Stewart's Company K, to Fort Riley, under command of Major Sedgwick; Captain Sackett's Company B, and Captain Beall's Company A, to Fort Smith; Captain Woods's Company C, and Captain Carr's Company I, to Fort Washita. Major Sedgwick will superintend the preparation and departure of the companies from Fort Leavenworth, and proceeding to his post, and they will march with the least possible delay. The squadrons going to Fort Smith and Washita will be considered as consolidated, and will direct practicable road to their posts, having regard to the procurement of forage for their animals on the route. The former will precede the latter twenty-four hours in starting from Fort Leavenworth.

II. The squadron going to Fort Smith will take fifty days provisions, and that to Fort Washita eighty days provisions, from Fort Leavenworth, to last during the march and until the arrival of further supplies. Fresh beef for the march will be purchased on the route. Six months supply of clothing will also accompany these commands.